

RESOLUTION NO. 90-41
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A RESOLUTION OF THE LODI CITY COUNCIL
AMENDING TRAFFIC RESOLUTION NO. 87-163 TO APPROVE THE SPEED
ZONE SURVEY ON CHEROKEE LANE BETWEEN KETTLEMAN LANE AND LODI AVENUE

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RESOLVED, that the City Council of the City of Lodi does hereby
approve the speed zone survey on Cherokee Lane between Kettleman Lane
and Lodi Avenue, attached hereto as Exhibit A; and

BE IT FURTHER RESOLVED, that City of Lodi Traffic Resolution No.
87-163, Section 7 - Speed Limits - is hereby amended as indicated on
Exhibit A.

Dated: March 21, 1990

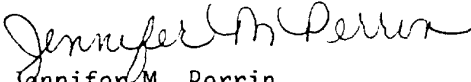
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I hereby certify that Resolution No. 90-41 was passed and
adopted by the City Council of the City of Lodi in a regular
meeting held March 21, 1990 by the following vote:

Ayes: Council Members - Hinchman, Olson, Pinkerton, Reid and
Snider (Mayor)

Noes: Council Members - None

Absent: Council Members - None

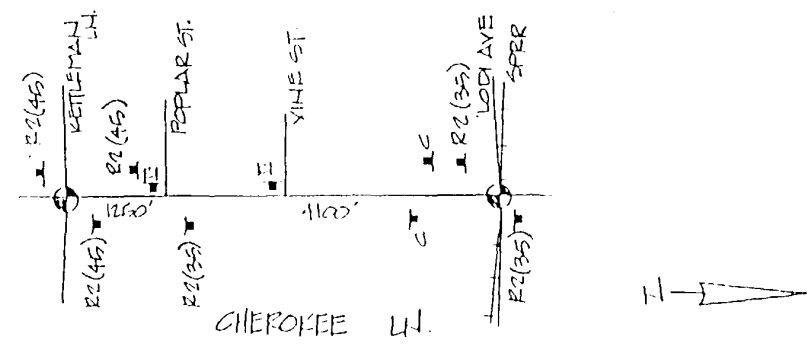

Jennifer M. Perrin
Deputy City Clerk

90-41

RES9041/TXTA.02J

ENGINEERING AND TRAFFIC SURVEY

SEE NARRATIVE FOR
BACKGROUND INFORMATION



SPEED TABLE

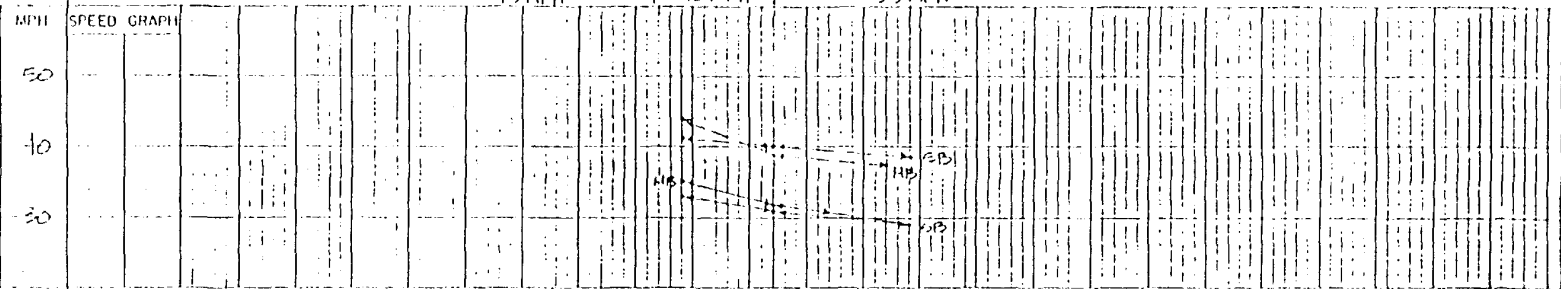
ROADWAY WIDTH
NO. OF LANES
MEDIAN (TYPE)
TRAFFIC SIGNAL DATA
AVERAGE DAILY TRAFFIC
OBS. SPEED - CRITICAL .85th%
- PACE (%)
- MEDIAN, 50th%

1/2 MI	1/2 MI	1/2 MI
16' (VARIES)	75'	
1 LANES		
LANDSCAPED MED.	2 VLY LEFT TURN LANE	
8 ACT	2 ACT	
11,100	19,300	
41	40	38
44	37	37
33-43(12)	31-41(10)	29-39(17)
35-46(65)	32-42(17)	29-39(20)
36	35	24
38	35	33
45 MPH	35 MPH	
45 MPH	40 MPH	35 MPH

EXISTING SPEED ZONE
PROPOSED SPEED ZONE

LEGEND:

- SIGN LOCATION
- R1 — STOP SIGN
- R2() — SPEED LIMIT SIGN (REF.)
- R39 — YIELD SIGN
- C — INSTALLATION C
- TRAFFIC SIGNAL
- CITY LIMIT
- CRITICAL SPEED
- LOWER LIMIT OF PACE



ACCIDENT PLOT YR: 1987
YR: 1988
ACCIDENT RATE - ACC/MIL. VEH-MI.

3	2	3	2	1	7	2	3	4	1	3	1
2	2	1	2	3	1	3	1	1	4	1	4
6.07											

Dr. BSK 1/10
Date 12/06 RSK

Revision
Appr.
Approved By
Public Works Director
ACE



CITY OF LODI
PUBLIC WORKS DEPARTMENT

CHEROKEE LANE

SPEED
ZONE
SURVEY

January 1990

SPEED ZONE REPORT - Cherokee Lane, Kettleman Lane to Lodi Avenue

The text below describes the State of California Department of Transportation (Caltrans) guidelines and the reasons in determining the following speed zones on Cherokee Lane:

<u>Segment</u>	<u>Existing</u>	<u>Recommended</u>
Kettleman Lane to Poplar Street	45 mph	45 mph
Poplar Street to Vine Street	35 mph	40 mph
Vine Street to Lodi Avenue	35 mph	35 mph

Prevailing Speeds

Six radar surveys were performed and the 85 percentile speeds ranged from 37 to 44 mph. Based on the Caltrans Traffic Manual, speed limits should be established at or near the 85 percentile (critical) speed. Speeds higher than the 85 percentile are not generally considered reasonable and safe, and limits below the 85 percentile do not facilitate the orderly movement of traffic. According to Caltrans guidelines, the speed limit should be established at the first five mile per hour increment below the critical speed.

In reviewing the engineering and traffic survey, the critical speeds are increasing traveling southbound from Lodi Avenue to Kettleman Lane (38,40,41) and decreasing going northbound (44,39,37).

As stated above, the only change from the existing speed zone is the short segment (approximately 1/4 mile) from Poplar Street to Vine Street. It appears motorists use this area as a transition between the 45 and 35 mph speed zones. The existing speed zone south of Kettleman Lane is 45 mph and 35 mph north of Lodi Avenue.

Conditions Not Apparent to Driver

According to the Caltrans guidelines, only when roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers are speed limits somewhat below the 85 percentile warranted.

The following factors were considered: roadway design speed; safe stopping sight distance; superelevation; shoulder conditions; profile condition; intersection spacing and offsets; commercial driveway characteristics; and pedestrian traffic in the roadway without sidewalks.

In reviewing the area from Kettleman Lane to Poplar Street, the west side does not have sidewalk and there is pedestrian activity from the auto dealership. This is not apparent to drivers traveling southbound. Since there is a landscaped median in this area, the northbound traffic is not affected.

There are also a number of commercial driveways on Cherokee Lane. Visibility from these driveways is often reduced due to on-street truck parking. Although this effect was not quantified to further reduce the recommended speed limit, it was considered in the overall recommendation.

The guidelines state speed zones of less than half a mile should be avoided except in transition areas. The recommended 40 mph is approximately 1/4 mile; however it is a transition area.

Speed zones should be coordinated with changes in roadway conditions or roadside development. The only distinct roadway condition on Cherokee Lane from Kettleman lane to Lodi Avenue is the landscaped median which ends at Poplar Street. However, based on the engineering and traffic survey, and engineering judgement, Vine Street to Poplar Street was determined to be the appropriate transition area.

Accidents

Based on the Caltrans Traffic Manual guidelines, the accident records of the two most recent years should be considered when determining the speed zones. Since there are no controls on Cherokee Lane from Kettleman Lane to Lodi Avenue, one accident rate (5.07 acc/mvm) was calculated. The recommended speed zones were not reduced due to the accident records.